

The American Observer

A free, virtuous, and enlightened people must know well the great principles and causes on which their happiness depends. -- James Monroe

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U. S. Storing Vital Defense Materials

Congress Is Purchasing Essential Foreign Supplies as Protection for Future

MILITARY MEN URGE HASTE

They Point Out that American Industry Is Critically Dependent Upon Certain Materials from Abroad

President Roosevelt and Congress are rushing their program of national defense. No time is being lost in getting plans under way to expand and strengthen our military forces—land, air, and sea. Debates are taking place over methods and details, but Congress is almost unanimous in the belief that we must act quickly and spend huge sums of money to put our defenses in shape to ward off all possible attacks.

Despite the general feeling that we must move swiftly to make ourselves safe and secure in the world crisis which lies before us, most well-informed Americans are wholly confident that we will be able to cope with any situation which is likely to develop. The United States is, without question, the richest land in the world. If the need arises, and we set ourselves to the task, we can, within a relatively short time, create the most powerful military machine the world has ever witnessed. We have sufficient resources of coal, oil, iron ore, copper, foodstuffs, cotton, and other vital materials to wage war on a great scale for an indefinite length of time.

Vital Materials

After all this has been said, however, there is a sound basis for the widely held view that we must, without any further delay, take essential steps to prepare ourselves for whatever dangers may lie ahead. It is true that we are the richest nation on earth, but it is also true that no nation is completely self-sufficient. No nation is able to supply all its industrial and agricultural needs in time of peace, let alone in time of war. The United States, even though it possesses a superabundance of most vital raw materials, lacks certain products which are absolutely necessary to the functioning of its industrial and defense machinery.

At the present time, of course, we have little or no difficulty in obtaining these needed supplies from other lands. So long as we remain at peace, we shall probably continue to have little trouble in this respect. But if a crisis should suddenly develop, and if we were to be cut off from the sources of vital materials which we now purchase from foreign nations, the consequences might well be disastrous to us.

Germany provides an excellent example of how a nation can strengthen itself by storing up essential raw materials in advance of a crisis period. When Hitler first came into power, he realized only too well that Germany could never engage in a war of any duration unless she bought up large quantities of foreign products which she needed and of which she did not have enough. Consequently, during the last five or six years the Nazis have been purchasing from other lands large amounts of oil, cotton, copper, and other materials with which to carry on war. These materials have been stored away and are now being used on the fields of battle. Without them, Germany would be an easy opponent for the Allies.

Germany, of course, is much poorer in natural resources than our country is. The Nazis have had to spend hundreds of millions

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WIDE WORLD

FLIGHT FROM THE FURY OF WAR
The American Red Cross is conducting a drive to raise funds for European war refugees (see page 4).

Muddling Through

BY WALTER E. MYER

For many years it has been a matter of common comment that the English have been blundering and inefficient, but never fatally so. They seem to be very good at patching things up. They stand by in smug indifference until domestic conditions become almost intolerable; until millions are in dire poverty, living in slums which rank among the worst in the world. But before discontent becomes dangerous they do something about it—not much, but enough to prevent revolution or a too rapid decline of living standards.

In matters of foreign policy they make mistakes and get caught in tight situations but manage to extricate themselves at the last moment. They go to war and "lose every battle except the last one." They always manage to "muddle through." At any rate, they have managed to do so in the past. They could be smug and inefficient and still "get away with it" so long as other nations were relatively weak or were pitted against each other in fairly even balance. They could come through all right before the day of the airplane. A slothful nation might bestir itself to action in time to meet a crisis before mechanized warfare made preparation for war a matter of years instead of months.

Despite warnings of danger the English continued to muddle. Since the World War they have had no definite or consistent foreign policy. England stood by, as if paralyzed, while an angry Germany prepared to defeat her; stood by until Germany, at last, was fully armed, then went to war against her. England had Italy as a friend, but protested when Italy seized Ethiopia; protested just enough to make an enemy of Italy and throw her into the German camp, and not enough to accomplish any other result. These are among the blunders of foreign policy. At home her industry was operated languidly and ineffectively. Despite her muddling England may save herself again, but, as I write, the odds appear to be against her. And if England falls, more than merely England will suffer. The blow will fall upon liberty, democracy, and humanitarianism, of which England, despite her weaknesses, has been the great exponent.

If England falls and if France is rendered powerless, America will be the remaining citadel of freedom. If we profit by the mistakes of others we will guard it with determination and efficiency. We will not depend upon luck or our past successes or good intentions or the vastness of our resources. We will formulate a consistent foreign policy and follow it. We will decide, for example, whether we should protect merely North America, or the Western Hemisphere, or, in addition, the Philippines and the Dutch East Indies. We will prepare to defend the policies we consider essential to our safety and will avoid quarrels over matters which are not vital to us or which we are not in a position to handle. We will have the fortitude to tax ourselves for the expenses we must incur. We will study means of putting our industry on an efficient basis. We will undertake to lift all the people above poverty levels, for it is essential to conserve and develop our human resources. As citizens we will give time to our civic duties, realizing that only through the devoted efforts of all can we build and conserve a great democracy, pledged to the cause of human freedom.

Britain Unites To Meet Supreme Test

Government Assumes Dictatorial Powers; Summons All Strength to Repel Expected Attack

CHANNEL IS CHIEF DEFENSE

But if Nazis Can Land, They Will Find Terrain Favorable for Offensive Tactics

The successes of the German army in northeastern France have produced a remarkable change in the face of England, across the Channel. The complacency, the sense of personal security which English men and women have long been able to enjoy has vanished overnight. Quiet English villages which have been undisturbed for hundreds of years now realize that, because of the airplane and the parachute, they have become a part of the European battle line.

To Britshers it seems almost incredible that an army could be gathering opposite the Dover cliffs with the intention of landing in England. With the tulips in bloom and the air scented with spring, it seems unbelievable that tomorrow, or next week, or next month, may see the gray-green uniforms of German troops moving through the smoking ruins of London. But Germany's break through the Maginot Line, the advance to the Channel ports, the capitulation of the Netherlands and the surrender of the Belgian army have brought it all very close to home. The window panes along the south coast are already shaking from the heavy blasts across the Channel, and at night they reflect the dull glow of fires burning in France—a grim reminder that an attack on England may be in preparation, and that no one knows what its final outcome may be.

Drastic Changes

This realization has jolted the British in a very violent way. To understand just how violently, one need only look at the changes which have taken place in the British government during the last two weeks. With less than two hours of debate, Parliament has passed an emergency powers bill which virtually turns Britain into a totalitarian state—a dictatorship—for the duration of the war. The Bill of Rights, which has guaranteed the personal liberties of British citizens, has been suspended. The British government now holds the power to shift individual workers from one job to another, to decide how many hours they shall work, and at what wages. It can force any industry to curtail or to expand production, it can take away industrial profits by means of a 100 per cent "excess profits" tax, or it can force an unprofitable business to keep in operation for the national good. Without court action, the government may confiscate or destroy any building at any time. It may force a manufacturer to move from one plant into another. In brief, the British government has assumed control over all lives and property in Great Britain. Never before in the history of modern England, not even during the World War, has any government held such wide powers.

Armed with this extensive authority, the government is now hastily preparing to cope with a German invasion of England proper. To prevent "Fifth Column" uprisings of the sort that weakened the defenses of Holland and Norway, the

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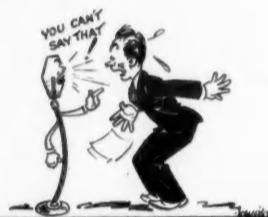


THE CROSSING POINT OF TWO FUTURE MOTORWAYS
(From an illustration in "Magic Motorways," by Norman Bel Geddes.)

What the Magazines Say

ALTHOUGH Americans pride themselves on the constitutional guarantee of freedom of speech, that guarantee is subject to severe restrictions before a microphone. Writing in the June issue of *Forum*, Carroll O'Meara declares that radio is governed by a "constitution" all its own, an entangling and ever-increasing maze of taboos and prohibitions.

The average American would be astounded to know what can and what cannot be said over the air. Jack Benny, for example, is forbidden to mention the name of Rudy Vallee or Major Bowes.



Walter Winchell and Jimmy Fiddler are often prevented from stating well-known facts. Many songs which all of us sing can no longer be put on the air.

Who imposes this censorship? First of all, the radio industry itself, largely as a matter of self-defense. The right to broadcast is an extremely valuable franchise which the radio industry does not want to lose. Hence, its constant objective is to please the great majority of listeners and to avoid anything that might conceivably offend any group. Then, there is the sponsor of a program. He is primarily interested in selling his product. He wants to please everyone, offend no one. Hence, many otherwise harmless references to racial, religious, and political groups must be omitted, even if they are made in no malice. Organized protest has resulted in the elimination from the air of a considerable number of American folk songs. Some commercial sponsors have banned Scotch jokes, for the sole reason that some of their biggest stockholders are MacDouglas or MacLennans. The Federal Communications Commission, which licenses radio

stations, has the unwritten power to censor inasmuch as a station which incurs its displeasure might find some difficulty in having its license renewed. But its control is largely exercised in preventing advertising of a misleading nature, although occasionally it responds to public clamor when a program has outraged the sensibilities of a large group.

Censorship in the radio, the author concludes, has just about reached its limit in the field of comedy. If the taboos grow much tighter, there will be no more comedy. Perhaps the sponsors will come to the conclusion that it is better to entertain the majority than to be tolerated by all. Likewise barriers and narrow restrictions in radio drama may be gradually knocked down.

* * *

Current History for June contains an article by John MacCormac entitled "What Will America Do About Canada?" In it, Mr. MacCormac speculates on the future of that great dominion which lies to the north of us. There are three possibilities, he declares, all dependent upon the outcome of the European war.

If the Allies are decisively defeated, that would automatically result in Canada's breaking away from the British Empire. She would be an independent state, but under the protection of the American government. As a virtual American "protectorate" she would lose much of her importance in world affairs but she could consider herself safe from molestation so long as the United States maintains secure defenses.

The second possibility is that the Allies will not be decisively defeated but that



Britain will emerge from it weakened and exhausted, a second-rate power. In that event, the situation of Canada will remain substantially unchanged except that she will play a larger part in what remains of the British Empire.

The third possibility is that the Allies will inflict a decisive defeat upon Germany, but that Britain, as a result of her war experience, may decide to base her empire in Canada, leaving the British Isles only as a garrisoned outpost to command Europe's sea exits and entrances. Such a turn of affairs may involve great changes in American foreign policy, leading perhaps ultimately to a close agreement between the English-speaking peoples of the world about the sort of world they wanted and the methods which could be used in order to achieve it.

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Two Books Describe America's Cities and Highways of Future

NO one traveling through our country can fail to be struck by the frequent evidences of sheer ugliness that mar our cities, by the jerry-built slums, by the murk and smoke that mantle our industrial areas and enshroud them within a sun-concealing pall. In each region, in each city, there are unquestionably spots where beauty has not played truant. But they are too few and too isolated. They are refuges, where the mind and eye can rest from the persistent assault of drabness. They serve, if anything, only as a measure of the road which we, as a nation, must climb if our everyday life is to become gracious, dignified, and content.

Nor can one traveling through the breadth and width of this land fail likewise to be struck by an overwhelming sense of confusion, disorder, and neglect. Without seeking, for the moment, to assess responsibility, it is a distressing fact that thousands of miles of our highways are really bands of macadam strung along between canyons of advertising signs, even though advertising space is being used in thousands of newspapers and magazines and despite the further fact that commercial "plugs" assail the nation's ears every time the radio is turned on. This is not all, by any means. We have enlisted talents and scientific skill to produce cars cheaply and in great volume; yet our highways, better suited to a horse-and-buggy day, are simply unable to bear the great rush of traffic. We have ample space within our frontiers, yet millions of Americans are crowded within large cities.

What is the cause of this ugliness, this confusion, and what is the United States doing about it? These matters are the subject of two recent books, the first "Design This Day," by Walter Dorwin Teague (New York: Harcourt Brace, \$6), the other called "Magic Motorways," by Norman Bel Geddes (New York: Random House, \$3.50). The authors are among the small pioneering group known as industrial designers, men who believe that the modern world, and more particularly the United States, is in the process of a great transformation that will radically remake the face of America. Both are men of broad and breathless vision and the vision they evoke stirs the reader with excitement.

Of the two volumes at hand, Mr. Bel Geddes' is more limited in scope. He concerns himself largely with mapping a scheme of communications that will respond to America's needs. His work, an engrossing job intelligently illustrated, is in effect an elaboration of one chapter in Mr. Teague's book; the two volumes complement each other. But it is Mr. Teague who probes into the fundamentals, explains why our modern Machine Age has developed as it has, and suggests the tools with which it is to be reshaped.

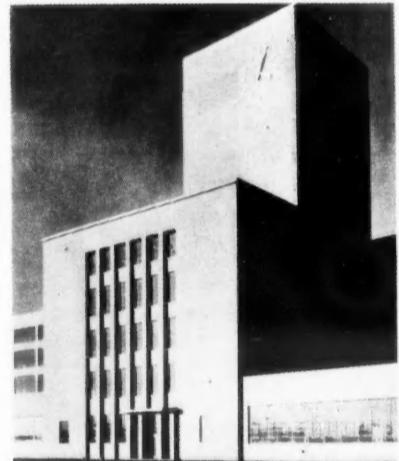
Mr. Teague is not despaired by the abundance of ugliness and disorder. On the contrary, he asserts, they are no worse than was to be expected. The human race is passing through a revolution and is only beginning to be aware of it. This revolution has had only one other parallel in history. He does not refer to political changes. These, in his mind, are only passing phases. The revolutions he has in mind are periods in which human beings, irrespective of variations in political or social creed, have rearranged their affairs "on a grand scale." There have been only two such revolutions. The first was the Agricultural Revolution, when human beings grew dissatisfied with what food they could find and capture and settled down to raise their rations in one spot. This change-over from hunting to farming was made thousands of years ago, well before recorded history. The second and only other major upheaval has been the Industrial Revolution, which marked the abandonment of handicrafts for machine and mass production. The Agricultural Era lasted for thousands of years. The Machine Age began barely 150 years ago.

In a very real sense, therefore, the Industrial Era is only in its infancy and only

now are we beginning to grasp the scope of its potentialities. Until now, the machine has been regarded as a convenient gadget, capable merely of producing in greater quantity and at greater speed essentially the same things that were produced in the Agricultural Era by patient craftsmen. It is this antiquated concept of the machine and its functions that led to the deplorable excesses witnessed in the last century and a half, to the "early days of factory production, with their long hours, infant labor, and starvation wages." It is this same concept that has given rise to slums, to dirty industrial areas, to the confusion of our highways. We have, in brief, not yet begun to appreciate the powers that the Machine Revolution has bestowed upon us.

Mr. Teague gives concrete illustrations of his meaning. Consider a factory belching smoke over the neighborhood. The unthinking will say that the smoke is the price which our era pays for the introduction of the machine. But it is nothing of the sort. On the contrary, it is the price we pay for bad management of the machine, inasmuch as inefficient operation of the machine is the cause of the smoke. Operate the machine efficiently so that the combustion is perfect, and there will be no smoke. The analogy can be carried throughout: a dirty and unkempt factory, in which labor is a disagreeable experience is a poorly run and uneconomic factory. Smoke is a symbol of incomplete combustion, dirt a sign of sloth, darkness a handicap, dangerous or unhealthy working conditions an unforgivable economic waste.

Or take the automobile. Given its



BUILDING OF TOMORROW
(From an illustration in "Design This Day," by Walter Dorwin Teague.)

power, American workers should not have to live in closely huddled communities where rents are high and breathing space scarce. If we had highways suited to our modern, revolutionized age, residential areas could be far removed from the industrial nucleus, yet the workers in that nucleus could reach it in little time. The fault lies not in the automobile but in our failure to provide roads that are suitable to this typical Machine Age product.

In other words, we have been using new tools, new equipment, new techniques for purposes for which they were never intended. We have been trying to impose the inventions and discoveries of the Industrial Era upon a country whose physical plant is substantially a heritage from the Agricultural Era. Hence, unless we are prepared to begin from scratch, all our achievements are bound to have the shoddy character of patchwork. Mr. Bel Geddes emphasizes this point in his discussion of America's highways. Most of our roads were built for the old carriage trade. Came the automobile and we did not build new roads. Rather, we widened a bit of the road here and a bit there, placed traffic lights at crossways, and added a bit of shoulder, when we should have realized that the automobile demanded an entirely new approach to the problem of traffic.



THREAT OVER ENGLAND

The shaded portions of the map show some of the leading industrial areas in Great Britain.

AUTHENTICATED



Britain Prepares for the Worst

(Concluded from page 1)

British have not only already arrested 11,000 aliens, of the 74,000 now living in Britain, but have arrested also many Britishers known to be German sympathizers. The British fascist leader, Sir Oswald Mosley, was among them, and so was a member of Parliament.

Some 200,000 British civilians have been armed and enlisted in an antiparachute corps to guard strategic spots, and the entire population has been told repeatedly how to deal with parachute troops, if they should arrive. Women and children are being evacuated from the coastal ports and sent inland. As the time draws nearer when the fighting may spread suddenly across the Channel and into the British countryside which every Englishman loves as a part of himself, it is evident that England is preparing with every ounce of strength at her disposal. The only question now is whether these preparations have come soon enough, or whether they are too late.

If Nazis Land

To get an idea of what the British must face at home, let us assume, for the moment, that the Germans can land troops in Britain, and let us look at England as a German strategist might look at it. Since Britain is a great industrial power, the Germans would be particularly interested in her industrial regions, and of this the British are aware. Imagine a huge letter "L" superimposed on the map on this page, with its top between Manchester and Liverpool, its joint at the mouth of the Severn River between Cardiff (Wales) and Bristol, and with its lower right end stretching east to London. Along these two lines lie the greatest industrial regions of Britain. Cardiff, Bath, and Bristol, at the joint of the "L" are famous as shipping and coal centers. The importance of London is generally understood. It is the seat of government, of social life, and of communications of England, the British Isles, and of the Empire. It is the seat of the great banks which helped build the Empire and which grew along with it.

But one should not overlook the importance of the Midlands, at the top of the "L." In this region, around the cities of Liverpool, Leeds, Bradford, Manchester, and Birmingham, stand the smelters, foundries, collieries, the blast furnaces, and the textile, hardware, cutlery, dye, glass, chemical plants which absorb the raw materials Britain imports from abroad and turns them out again in the form of finished manufactures for export. It has been largely this region which has given rise to British trade and British world power.

There are other industrial regions, of course. There is one just south of the Scotch border on the North Sea coast between Newcastle and Middlesbrough. Another cuts across Scotland from Edinburgh west to the great shipyards of the Firth of Clyde, around Glasgow. More shipyards are to be found around Belfast, in North Ireland which, unlike Eire to the south,

is an integral part of the United Kingdom.

But what the British have to guard with every possible precaution is the central "L," with London on one end, and the industrial Midlands on the other. If Germany should land troops in England, it is most likely that she would aim at some vital point in this region.

Avenues of Approach

Some observers today believe that Hitler would follow the most obvious course in an invasion of Britain, and move across the Channel at its narrowest point to the Dover coast for a drive upon London. The furious struggle for the Channel ports of Abbeville, Boulogne, and Calais, directly opposite this coast seems to substantiate this, although it is always possible that Hitler intends to use them only as air and submarine bases for operations against Britain. It is a little more than 20 miles from Calais to Dover, and a little over 60 miles from Dover to London. German troops landing along the Dover coast would come under the fire of heavy coast artillery and would have to surmount steep cliffs. But once this was accomplished, they would find the road to London sloping gently downward through a slightly undulating, but not easily defensible countryside. However, while this would be the shortest route, it would bring the Germans up against the heaviest forts that Britain owns. It would also leave the German army little freedom of movement, confronting it with a line stretching from London to Bristol, and with no alternative but to attack it incessantly, or stand still. Even if London should fall, the Midlands would remain intact.

More in keeping with German wishes for freedom of movement would be a landing on that rounded stub of land which juts out into the North Sea, just northeast of London. Nearly cut off from the rest of England by rivers and marshland, this

region is nearly flat. For the most part it contains farms and country homes, and would afford the invader an excellent camp in which to consolidate his forces. A German landing on this coast (probably from Holland or Norway) would be an exceedingly grave matter for the British, for both London and the Midlands would be endangered. If the Germans wished, they could drive toward London, which is not well fortified from that angle. Or, if they preferred, they could advance into the Midlands. The British, faced with the necessity of protecting both areas, would be forced to divide their small army.

Eire

Still another possibility that is worrying the British right now is that of a German entry through the back door by way of Eire. Although the government of Eire, headed by Premier Eamon de Valera, is friendly to Britain, there is a great deal of anti-British feeling among many Irish groups and this is now being fanned by the agitations of the illegal but militant Irish Republican Army. In 1916, it will be remembered, there was a serious uprising in Ireland known as the Easter Rebellion which, although crushed, was financed by German money, and caused the British no end of trouble. It is not known how many Irish people would flock to the swastika banner if the Nazis should land in Eire, but the de Valera government is now rounding up all those suspected of I.R.A. or pro-Nazi sympathies, and the British are watching the situation with troubled eyes.

A German invasion through Eire would face the same obstacles as would German attempts to land in England proper. In each of the above cases we have assumed that the Germans could make an effective landing, but so far this is an assumption only. From a German point of view it would be a most risky undertaking. The

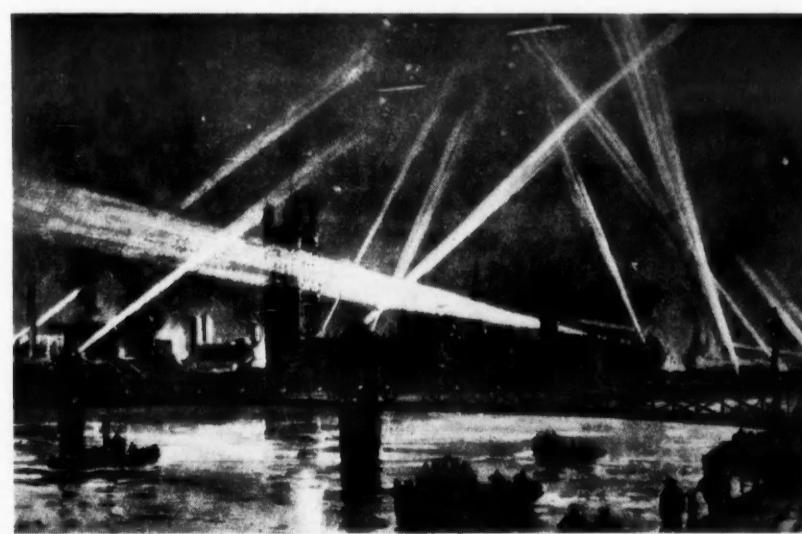
British fleet still commands the seas, and Germany can bring against it today a fleet only two-thirds the size of that which she owned at the outbreak of the war. A great deal has been said about parachute troops, about terrific bombing raids on London, and about small, speedy torpedo boats which could ferry troops swiftly across the Channel (traveling at 50 miles an hour) and launch torpedoes at any large craft which might get in the way.

After Germany's successes in Scandinavia, Poland, and the Low Countries, no one can deny the effectiveness of these new German weapons. It is believed that Germany has only used two-fifths of her air force in France, and that she is holding 5,200 planes in reserve. Thrown against England, these could unquestionably wreak havoc. But it is a question of degree. How many parachute troops can be landed? It is not believed that Germany has on hand more than 20,000. To face a British army of a million men, with another million in reserve, how many troops would Hitler need to invade England? Military experts say at least 500,000. To ferry these across from the Channel ports would require at least 400 ships. If the job were to be done by the small motor craft, between 10,000 and 15,000 would be needed.

Hazardous Venture

In the face of the great power of the Allied navies, any German attempt to invade England would seem to be an exceedingly hazardous undertaking. That the British government considers it possible is indicated by the elaborate coastal defense preparations now in progress, and by the fact that Britain's Number 1 soldier, General Sir Edmund Ironside, has been transferred from staff work to the command of the British army in England. Stories are now going the rounds concerning huge German transport planes which can carry light tanks. In addition to the troop planes and the German dive-bombers, which offer an excellent substitute for heavy artillery, these tanks would be of great advantage to any German army. But in spite of all this, an effective German landing in England would prove either that England is far weaker, or Germany far stronger, than the world in general has been led to believe.

Thoughtful observers are wondering why Hitler should attempt to land in England at all, if destruction of the British is his objective. In normal times about 900 ships enter and clear British ports every day, carrying the goods that Britain needs to subsist. If this trade could be cut off, by bombing raids on harbors and shipping, England's fall would be but a matter of weeks, or perhaps, months. In view of the risks and the doubtful gains involved, it is still very possible that the German threats to invade England are in reality a feint to draw attention away from a swift blow in another direction, toward Paris, or down behind the Maginot Line. At the time of writing, the whole world is waiting to see.



ILLUSTRIRTE ZEITUNG

A newspaper artist called on his imagination some time ago to draw this picture of London during an air raid. The British are now preparing to face the reality of such an event.



THE PRESIDENT ROOSEVELT SAILS TO BRING AMERICANS HOME FROM EUROPE

Unarmed, and without cargo, the American liner set out for Galway, Ireland, where she was scheduled to take about 1,000 Americans out of the war zone. The government of the United States warned belligerents that it expected the President Roosevelt to make its trip without molestation. The Germans declared that they had uncovered a British plot to sink the vessel and pin the blame on Germany.

DOMESTIC

Defense Plans

In order to speed his huge defense program, President Roosevelt has established a Council of National Defense, modelled after the body which was called into existence during World War days. The Council is to consist of six cabinet officers, the secretaries of war, navy, interior, agriculture, commerce, and labor. Its job in general will be to coordinate the resources of government, industry, agriculture, and labor in order to expedite the building of armaments.

The President also named an advisory commission to the Council of National Defense, composed of key figures who will probably bear the burden of the Council's work. Outstanding among its members are William S. Knudsen of the General Motors Corporation who will be in charge of production, and Edward R. Stettinius, Jr., of U. S. Steel who will look after materials. Others named to the advisory commission are:

Farm Products—Chester C. Davis of the Federal Reserve Board.

Transportation—Ralph Budd, chairman of the Chicago, Burlington, and Quincy Railroad.

Raw Materials and Price Stabilization—Leon Henderson of the Securities and Exchange Commission.

Labor—Sidney Hillman, president of the Amalgamated Clothing Workers.

Consumer Protection—Harriet Elliott, dean of women at the University of North Carolina.

The positions to which these individuals have been called are exceedingly important and the success or failure of the defense program may well depend upon the manner in which they and the cabinet members of the Council of National Defense function.

While President Roosevelt was shaping his defense plans, Congress was rushing work on the necessary appropriations and was considering methods of paying for the program. There are indications that before the Senate and House adjourn they will enact new taxes and will also raise the legal limit placed on the national debt in order to expand the government's borrowing powers. The debt limit will probably be increased by three billions—to a total of \$48,000,000,000—and taxes will be levied to raise an estimated additional \$600,000,000 a year.

Red Cross Drive

A nation-wide campaign has been under way for some days to raise \$20,000,000 for the Red Cross. This money will be used to relieve suffering of the great numbers of people who have been made homeless, hungry, and desperate by the tragic conflict in Europe. It is estimated that 5,000,000 persons have been turned into refugees as a result of the struggle which has been taking place in Belgium and France. What cannot be estimated is the tremendous suffering and grief inflicted upon these people. It is,

without question, the outstanding tragedy of modern times.

The amount of money which the Red Cross is attempting to raise will be only a drop in the bucket in fulfilling the needs of Europe's refugees, but it will help. Red Cross officials hope that the American people, fortunate as they are at this time of great human catastrophe, will prove as generous and humanitarian as they have in the past. The need is greater than ever before, and every contribution will help in relieving suffering and sorrow.

In addition to the Red Cross campaign, the possibility that the government may take action to donate surplus food products to Europe's victims of war is being discussed. The food situation in France is becoming acute, and widespread suffering, perhaps even starvation, threatens tens of thousands of refugees unless they receive outside supplies.

Machine Tools

The great bottleneck in the defense program—the obstacle which may delay the production of large quantities of planes—lies in the machine-tool industry. This is the industry which provides the machines that make the tools, jigs, and dies needed in the manufacture of the finished products. It is manned by highly skilled labor and there are some indications that its capacity may not be great enough to supply the large new demand which is developing in the field of armaments.

In order to relieve the pressure on this critical industry, it is likely that other industries will be called upon to cut down on their machine-tool requirements for the next year or so. It is being suggested, for example, that the automobile industry can make a contribution by agreeing not to put out new models in 1942, but to continue the 1941 models which are now nearly ready to go into pro-

The Week at Home

What the People of the World are Doing

duction. This would release a great deal of energy which could be devoted to national defense purposes. Other industries may be asked to help in a similar way.

Aliens

If Congress approves the President's most recent government reorganization plan (Number V), the control of immigration and naturalization will pass from the Department of Labor to the Department of Justice. According to the President, the plan is designed to give the government a better means of supervising aliens in this country. He said that there is no intention to deny civil liberties to these people.

Aliens are also affected by the La Follette civil liberties bill, which the Senate recently passed. This measure is chiefly intended to outlaw strike-breaking, industrial espionage, and the use of gas and deadly weapons by industrial police. However, it carries a provision that firms which carry on a business in interstate commerce may employ no more than one alien out of every 10 workers hired. In any event, the firms would not be permitted to hire Communists and members of Nazi bunds.

Another plan being considered by Congress would require aliens—nearly 4,000,000 reside in the United States—to be registered and fingerprinted, and to carry their registration cards at all times. Each of these steps is viewed as a precaution against the operation of "Fifth Columnists" in the United States.

Relief Funds

Little time was spent in debate when the House of Representatives recently appropriated the funds with which the WPA will operate from July 1, 1940, to June 30, 1941. Some weeks ago, President Roosevelt had advised Congress that the \$975,000,000 which he had requested in January for relief purposes would be insufficient to meet the needs for the entire 12-month period. Because it appeared that the WPA would have a heavier burden than he had anticipated, the President asked Congress to appropriate the same amount of money, but to permit the WPA to spend it within eight months' time, if necessary.

The House granted the request, and also appropriated an additional \$136,104,000 for the relief of needy farmers and Indians, and for projects in Puerto Rico.

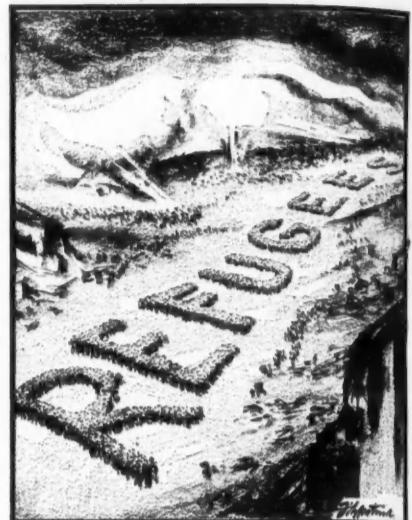
Gold Hoard

King Midas himself would be amazed if he could see the stocks of gold which have accumulated in the United States Treasury—\$19,000,000,000 in bars and blocks of the yellow metal. The hoard has been increasing rapidly, too. It amounted to 17 billion last October, climbed to 18 billion by February, and passed the 19 billion mark last month.

Two reasons, of course, account for the rapid increase. One is that the United States continues to sell more goods abroad than it imports. Consequently, the foreign nations must pay for the difference in value between their purchases and ours in gold. This trend has been accelerated in recent months, because the Allied countries particularly are making heavy purchases of war materials here.

Another reason is that nations all over the world are sending funds—in gold—to the United States for safekeeping. Each new turn of the war has caused both foreign countries and their citizens to take this precaution against losing their funds to an invading force. Scarcely a day goes by that more millions of the yellow metal are not unloaded at ports in the United States.

It is now estimated that about 70 per cent of the world's monetary gold is deposited in our Treasury's vaults. Many people are concerned about the gold's future value, particularly because they fear violent adjustments in the world economic system after



AFTERMATH
FITZPATRICK IN ST. LOUIS POST-DISPATCH

the war is over. There is a possibility, it is said, that a new system of foreign trade might be established—one which would be carried on without using gold for international payments.

"FM"

Radio stations in about 40 cities will probably be using frequency modulation to broadcast their programs early next year. FM, as it is popularly known, is a new system of sending sound waves over the air. The waves which it issues—entirely different from the waves broadcast by the present amplitude modulation system—are reported to eliminate static interference and to carry musical tones with greater fidelity.



WIDE WORLD

AT THE SAN FRANCISCO FAIR
A realistic stagecoach holdup is enacted in the "America, Cavalcade of a Nation," pageant of the San Francisco Exposition. The fair opened its doors late last month. Like the New York fair it expects to do a good business this year.

up at all by our present-day receivers. So the Federal Communications Commission—the government agency which regulates radio broadcasting—is taking precautions to insure a gradual change from the old to the new system. Recently, the FCC set aside a portion of wave lengths for use by 40 stations which will employ FM. Within a few years, all new radio sets will be built to receive both kinds of broadcasts, and stations will likewise broadcast on both systems.

In time, as old radio sets are discarded, the old amplitude modulation will be scrapped entirely. In addition to providing mechanically better broadcasts, it is believed that FM will be responsible for a marked increase in employment in the radio industry. The FCC itself predicts that jobs will be created for thousands of persons in the manufacturing, installation, and maintenance of new sets.



This poster is being used in the Red Cross appeal in behalf of European war sufferers.

Home and Abroad

What We're Doing, Saying, and Thinking



before they could retreat across the Channel. The position of the Allies is so gravely menaced that speculation now concerns itself with the next German move. Will it be against England? Military experts point to the countless difficulties involved in an invasion of England. But the bare fact remains that England is preparing for just such a thrust, a thrust that would perhaps coincide with a decision by Italy finally to intervene. It may be significant that in Rome, gossip, rumor, and isolated gestures by the government have combined to place Italian intervention sometime between June 10 and June 20.

Unresisting Denmark

Since Denmark is the single country in western Europe which has chosen not to resist German invasion, it is worth while to take note of how the German occupation has affected the daily living of the Danes. First of all, it must be said that correspondents in Copenhagen for foreign newspapers are apparently allowed great latitude in their dispatches and, barring military information, are permitted to comment on every phase of the occupation.

In contrast with conditions in Nazi-occupied Poland and Czechoslovakia, there has been no attempt so far by the German authorities to interfere with Danish civil laws. Foreign affairs and the Danish military establishment have been taken over by the Germans. Otherwise, the Danish officials are permitted to carry on their duties and functions unchanged. In moving its forces through Denmark, Berlin pledged that only military necessity would be allowed to interfere with the Danes' administration of their government. And it appears that until now, at any rate, the Germans have abided by their promise. Individual citizens have not been molested. The German secret police has not moved into the capital. No Nazi swastika flags are flown over public buildings other than military headquarters and ships in harbor.

This does not mean, of course, that there have not been hardships. For example, on the first day of the occupation, curbs were placed on the purchase of certain foodstuffs and orders were issued requiring the Danes to accept German credit certificates (not currency) for payment of goods. Similarly, there has been a restriction of trade and exports have been cut by half. The same is true of imports, more particularly the feed essential to the Danish dairy industry.

But the Danes, despite the hardships involved, have accepted their fate stoically. Their attitude is perhaps symbolized in the remark of a Danish farmer: "At any rate, harvest time will come again."

Oil and War

It is being said that if the Allies can hold out against the German onslaught for a month or two, there is a good chance that the tide will begin to turn in their favor. One reason for this assertion is found in the recklessness with which Hitler is throwing his air and mechanized land forces into the struggle. It may be doubted that Germany's reserves are large enough to support such intensive attacks for any great length of time.

It is well known that Germany is particularly deficient with regard to oil. The Nazi army is reported to need from 12 to 15 million tons of oil per year in order to carry on a sustained war effort. The closest estimates which can be made place Germany's reserves and current supply at 8½ million tons—a figure which falls far short of the amount required. If these estimates are correct, they make it imperative for Germany to win the war before many months have passed.

Lack of oil did much to bring about the final defeat of Germany in the World War. When the Allied army of occupation entered German territory after the war, it found German trucks actually being lubricated by



E. M. NEWMAN FROM WIDE WORLD

Brussels, the famous and beautiful capital of Belgium, becomes a captive city, following the capitulation of the Belgian army to Germany.

tar oil. Lord Curzon later observed that the Allies had "floated to victory on a sea of oil," referring to their ability to maintain adequate stocks of fuel and lubricant throughout the war.

The First "Fifth Column"

The term "Fifth Column," which has come into popular use since the German invasion of Norway, had its origin in the Spanish civil war. In the early months of that conflict, General Emilio Mola, second in command of the rebel forces of Francisco Franco, announced over the radio that he was marching with four columns of troops against Madrid, then the loyalist capital. Upon reaching the city, he added, a fifth column would rise up within its gates to join the four advancing columns.

The implication was clear; that rebel sympathizers in the loyalist stronghold were merely biding their time and that at the strategic moment they would paralyze the loyalist defenses. General Mola was somewhat over-confident, for it was more than two years later that Madrid surrendered. In the meantime, nevertheless, the Fifth Column rendered substantial aid to the rebels by sabotage, by spreading confusion and false rumor, and by sniping at loyalist soldiers and civilians during air-raid blackouts.

Uneasy Republics

If the past year has been one of tumult in Europe, it has been one of increasing restlessness in Latin America. There have been no serious outbreaks, as yet, but an unusually large number of small uprisings and political coups have troubled not only Bolivia, Ecuador, Peru, and Paraguay, but such well-organized republics as Brazil and Chile. Even Argentina, probably the most advanced power south of the Rio Grande, found it necessary to im-

pose martial law on Buenos Aires, its capital, during a political crisis.

The most recent disturbance in Latin America has been the discovery of an alleged plot to overthrow the government of Panama, the generally tranquil little state of 467,500 people which lies across the isthmus of Central America on both sides of the Panama Canal. The government of the republic has charged that a group headed by Dr. Ricardo J. Alfaro, former president of Panama and one time minister to Washington, had planned to prevent voting in presidential elections this month, and to seize the government by force. In some instances any such move would be of great interest to the United States, because of the close connection between Panama itself and the American-owned Canal Zone. But in this case no outside influences have been shown to be at work, and no international significance is seen in the disturbance. It is just another example of the unrest in Latin America, an unrest which is now spreading through the Colombia, where fears of a Nazi Fifth Column bent on seizing or destroying the oil fields are strong, and through Mexico, where agents of a number of foreign countries and groups (not excluding the United States) seem to be busy in preparation for a critical presidential election next month.

Soviet Handsprings

The Soviet Union, whose armies took several months to crack through the fortified Finnish lines, is beginning to show signs of deep concern at the speed with which the Nazi mechanized forces are hacking their way through northern France. The Communists and Nazis are still in accord, on paper at least. But Josef Stalin, the Russian high chieftain, is no sentimentalist. He understands fully that the treaty of friendship signed last August between Moscow and Berlin was based entirely upon convenience and, as it now turns out, upon a somewhat exaggerated regard by the Reich army leaders for the strength of the Soviet forces. Hitler's immediate objective, then as now, was the destruction of Britain and France. And realistic strategy dictated that in order to achieve that objective, he must guard his eastern flank against the possibility of attack by Russia.

So long as the Soviet armed might remained untested, it constituted an unknown threat. But Stalin permitted his strength to be exposed in the Finnish campaign, and it turned out to be far less formidable than the Nazis had supposed. Russia took months to beat down the Finnish defenders, whereas Germany swept across Poland in 18 days, across Norway, save for Narvik, in two weeks, across the Netherlands in less than a week.

Such striking power is now throwing fear into the Kremlin for, despite the treaty of friendship, there is no indication that Hitler has abandoned for good his confessed aim ultimately to take the Russian Ukraine. This fear explains why the Soviets have begun to put out feelers in the Allied countries and why they have invited Britain to send a commission to Moscow as a means of renewing trade negotiations and of examining other questions of mutual interest.

FOREIGN

The Battle Fronts

Following the sensational surrender of the Belgian forces to Germany by young King Leopold last week, the theater of military operations became centered entirely in northern France and along the Channel ports. What moved the Belgian monarch to capitulate, against the advice of his own government and without consulting his British and French allies, is not yet clear. One explanation is that Belgium's 500,000 troops had been living on meager rations and that many



W.W.

IF GERMANY DICTATES THE PEACE
It is rumored that Hitler has chosen the town hall in the German city of Munster as the site where he expects to dictate peace terms, if Germany wins. It was here, in 1648, that the Treaty of Westphalia breaking Germany up into weak states was signed.

battalions had shot their last rounds of ammunition. Disappointed over the failure of the Allies to renew supplies, it is said, Leopold decided that it would be best to surrender and avoid futile bloodshed.

Whatever may have been the reason, the action caused consternation in France and Britain and bitter denunciation of Leopold. From the purely tactical view it seriously complicated the operations of the Allied forces pocketed within the German vise in northern France. Even though there were reports that at least some Belgian detachments might disregard the King's order and continue to fight on side by side with the French and British, all of Belgium had to be considered as lost, including the Channel ports of Zeebrugge and Ostend. It seemed that the Allied forces bottled up in northern France might be wiped out before they could be rescued or



ACME

PARACHUTIST
The parachute troops which Germany has been using with telling effect are composed of young soldiers who have little hope of escaping with their lives.



THE SPANISH ARMADA IN THE ENGLISH CHANNEL

Historical Backgrounds

By David S. Muzey and Paul D. Miller

Attempts to Invade England

AS each day that passes brings nearer the possibility of a German attempt to invade England, nearly everyone will recall that 874 years have elapsed since the last foreign invader set foot on English soil. It was in the year 1066 that the mail-clad soldiers of William, Duke of Normandy, landed in southern England, and successfully carried out the most recent foreign invasion in British history.

While William's conquest of England was important, it was not so critical an event as a Nazi invasion might be today. For one thing, there had been many previous invasions, most of them from Denmark and Norway. William himself was of Scandinavian origin, ruling a group of settlers known as Northmen or Normans, who had moved into northern France



DAVID S. MUZZEY

from the eastern reaches of the North Sea. William had no intention of crushing Britain, or any particular class within Britain. All he wanted was the British throne to which he claimed he was entitled because of a solemn promise given him by King Edward the Confessor some time previous to that sovereign's death. The actual validity of the claims set forth to Edward's vacant throne is still in question, but the crown was seized by Harold of Wessex, who became King Harold II, and after some delay, William gathered his ships and troops, and started off.

Battle of Hastings

When the Norman army landed on the southeastern shores of England, on September 28, 1066, Harold was away in the north where he had just defeated a Danish attempt to invade Yorkshire. He assembled as many troops as he could, and moved rapidly southward, finally taking up a strong position on the crest of Senlac Hill, where he barred the road along which the Normans were moving from Hastings (on the south coast) toward London.

At nine o'clock on the morning of October 14, the Normans began to advance up the long slopes of Senlac Hill, pitting chiefly their archers and cavalrymen against the English battle-axes which awaited them behind a solid wall of interlocking shields. Although the Normans fired so many arrows into the air that the sky grew dark, the Saxon English held the line, and threw the Normans back again and again, until William confused the English by a ruse. Twice he called back his troops in retreat, and as the Saxons swarmed down the hill to clinch their supposed victory, Norman cavalry swept in and cut them down. After that the tide turned, and nightfall found Harold mortally wounded, the British forces shattered and attempting desper-

ately to escape. William had no trouble after that. He assumed the English crown and the surname "the Conqueror," brought England closer to the continent intellectually, and laid the basis of a feudal society by forcing the nobles to swear "fealty" to him.

Spanish Armada

The next serious attempt to invade England came 522 years later, from Philip II of Spain. Realizing that he would have to fight the British at sea before he could land troops, Philip fitted out what the Spaniards called the "Invincible Armada," a great fleet of 131 large war galleons and swarms of smaller craft, which he loaded with 19,000 troops and 8,000 sailors.

Just before noon on July 21, 1588, the British fleet engaged the Armada, which was moving ponderously up the Channel in the form of a crescent moon. The British vessels were small, but fast and skillfully managed, and the battle was one of the utmost fury and confusion. When it was over, no one in England seemed to know whether the battle had ended in a draw or in a defeat. Many galleons had been burned, but the bulk of the Armada had sailed on to the east, and many anxious eyes were turned in that direction, awaiting its return. But it never came back. The Armada had been far more seriously damaged than most Englishmen supposed, and to make matters worse it was widely scattered by a wild tempest which wrecked many of the galleons trying to reach the Atlantic by sailing north around Scotland. Some foundered at sea, some drifted ashore as far away as Norway. Only 50 returned to Spain, and England was safe for another 200 years.

Strictly speaking, the last attempt to invade England was not an attempt at all, but merely a project which, after some thought, was abandoned. In 1803 Napoleon Bonaparte, then at war with England, began to gather a large army, navy, and a fleet of flat barges at the Channel port of Boulogne (recently the scene of fighting between British and Germans). As these forces swelled steadily, and drilled at landing troops from barges under fire, the British became seriously alarmed, and began to prepare improvised defenses along the south coast. Once again it seemed that an invasion of England was imminent. It is said that Napoleon himself made several secret trips to the English coast by night, planning the invasion in detail, but whether he actually intended to attempt it is not known. While the English were feverishly preparing for the worst, he suddenly shuttled his army across Europe and fell upon Austria instead. Shortly thereafter the Battle of Trafalgar cost France much of her fleet and the opportunity slipped from Napoleon's hands. Already the tide had set in against him. The British began once again to breathe easily, and their island has remained untouched ever since.

Personalities in the News

THE name of **Colonel Frank Knox** was frequently mentioned during the course of recent speculation over whether President Roosevelt would attempt to form a coalition cabinet. Such a cabinet, it was believed, might include two or three staunch Republicans who are familiar with the problems of national defense and who are men of demonstrated executive ability.

Measured by these tests, Colonel Knox, who has been a White House caller lately, was considered to be a leading contender if the coalition plan advanced beyond the rumor stage. Four years ago, he was Landon's running mate on the Republican national ticket. He has been associated with the Republican party since the days of William Howard Taft and Theodore Roosevelt, when he took part in national conventions and was a leader in the latter's Bull Moose effort. For many years, Knox also figured in Michigan and New Hampshire state politics.

Born 66 years ago in Boston, he spent his youth in Grand Rapids, Michigan, where his father ran a grocery store. A senior in college when the Spanish-American War broke out, he left school to join Colonel Theodore Roosevelt's famous Rough Riders. Both men were husky and aggressive, and got along so well together that their friendship continued in later years when they joined forces in politics.

After his military service ended, Knox returned to Grand Rapids, where he became a newspaper reporter. He remained there only a few years, leaving to become the publisher of a paper in Sault Ste. Marie, Michigan. His crusading editorial policies in that city involved him in a number of fights with those whom he attacked. Selling his interests in 1912, he invested the money in a Manchester, New Hampshire, paper.

By 1927, Knox planned to retire, but William Randolph Hearst employed him to manage two newspapers in Boston, a position from which he advanced to become general manager of all Hearst papers. He tried to retire again in 1931, but the opportunity came along to purchase the Chicago *Daily News*, which he still publishes.

As an editor in New Hampshire, Knox had directed a barrage of criticism against President Wilson for not taking up arms against Germany in the World War. So when the United States actually did join in the fight, Knox enlisted as a private at the age of 43. He was an officer when the war ended.

Both as an editor and as the Republican vice-presidential candidate in 1936, Knox has been an opponent of New Deal domestic policies. On matters of national defense, he is in full accord with Roosevelt's policy to help the Allies in every possible way short of war. Lately, Knox has taken a leading part on a civilian committee which is promoting the training of air pilots. Often blunt and outspoken, he is a man of tremendous energy. Whether or not he takes a position in the cabinet, he is likely to play a part in executing the national defense program.



FRANK KNOX

EXT to Winston Churchill, Britain's new prime minister, the most important man in the British cabinet today is probably **Major Clement Richard Attlee**, whose strength lies not so much in the office of lord privy seal, which he now occupies, as in the fact that he has been leader of what has been known as "His Majesty's Loyal Opposition" in the House of Commons for the last five years. In British politics the word "opposition" means the same as "minority" in this country, and Attlee's position as leader of the English Labor party is roughly equal to that of the leaders of the Republican minority in the Senate and House in the United States Congress.

Although a socialist and a labor leader, Attlee's early upbringing was not unlike that of his wealthy opponents in parliament. The son of an upper middle class lawyer, Attlee was born in London 57 years ago. He was educated at an expensive preparatory school, and graduated from Oxford University as an honor student in modern history, after which he took up the study of law.

Before completing his legal studies, Attlee suddenly became interested in sociology. He began to frequent the slums of London and to take jobs around the docks. Having gained a firsthand acquaintance with poverty and with its effects upon the minds and bodies of people like himself, he became a convert to socialism, and in 1908 joined a socialist society known as "the Fabians," which included among its members such distinguished peo-



MAJOR CLEMENT ATTLEE

ple as George Bernard Shaw and H. G. Wells. After that he became a lecturer at the famous London School of Economics.

Attlee's teaching career was broken suddenly and violently by the World War, which called him away for service in France, Turkey, and in the deserts of the Middle East. Although he resumed his teaching for a few years, after emerging from the conflict with the rank of major, his interests expanded to embrace politics. In 1922, following a few years' experience in municipal government, he was elected to the House of Commons, and his real political career began.

The story of Attlee's rise through the Labor ranks in Commons is not one of a man who has—like Churchill—forged ahead by sheer brilliance and energy, but one of a quiet, rather unimpressive man who has impressed everyone by his sincerity and his unflagging devotion to the cause of socialism. It is Attlee's belief that the one hope for democracy and for the world lies in socialism alone. But he is not a radical, his socialism being of a mild variety designed to be applied gradually and democratically. There is nothing about him personally to suggest dangerous doctrines. Short of stature, mild of manner, he lives quietly, when he can, with his wife and four children outside London, finding relaxation in his garden, on the golf course, or in putting around the house with carpenter's tools.



AFTER
The Ellerbe, North Carolina, High School after students had beautified the grounds with plants grown for that purpose.

North Carolina Students Conduct School Beautification Program

THE students of the Vocations and Home Economics classes of the Ellerbe, North Carolina, High School became interested in beautifying the surroundings of their school. They wanted more beautiful home, church, and school grounds, but how could they get the money with which to buy plants for these grounds? That was the big question which confronted them. After consideration, they decided to grow the plants themselves. How should they begin? How could plants be grown? What plants are adaptable to a given need? How are these arranged in order to make an attractive landscape? These, and many other questions which needed answers, came up. Here was an opportunity for cooperative planning and effort on the part of both the students in the school and the adults in the community.

The first attack was that of grading the school grounds. There was a gully 300 feet long, 10 feet wide, and five feet deep. Approximately 100 boys, 10 mules, and several trucks soon had this filled in. The whole school ground was graded and sodded. The pupils contacted farmers in the community and were able to secure the sod at no expense. Walks and driveways and the placing of shrubbery were then planned.

It was at this point that the need for a nursery arose. Students brought armfuls of shrubbery and plants to the school. Cuttings were made and set out in a slat house which the students made from scrap lumber donated by people in the community. At the same time, many different kinds of seeds were planted in well-prepared beds. The following spring and fall most of the growths were transplanted to their permanent locations. In addition, hundreds of oaks, willows, cedars, magnolias, Carolina cherry laurels, and other

trees and plants from the woods were planted.

So great was the interest in beautifying the school grounds that the work extended to all the churches and homes of the community. During the present year more than 300 trees and shrubs have been transplanted from the school nursery to homes and churches. In fact, during the eight years that this school nursery has been in existence, the students have distributed thousands of plants, trees, and shrubs for home beautification.

The nursery is self-supporting. The hundreds of plants, trees, and shrubs, and the grading on the school grounds have not cost the school district anything. The students financed the project and have been reimbursed from sales in the nursery. In addition, they have been amply repaid in the satisfaction of knowing that they have served their school and their community well, and that their work has had a real influence on the life of every student attending the school since the beginning of the project.



BEFORE
Ellerbe High School before any work of beautification had been done.

- Do You Keep Up With the News? -

(For answers to the following questions, turn to page 8, column 4)

- What South American government recently suggested that the 21 American republics should abandon neutrality in favor of a policy of "nonbelligerency" with the purpose of aiding the Allies, as Italy has helped Germany?
- Who is president of General Motors Corporation?
- Where does the former Kaiser now reside?
- The 21 American republics have signed a resolution, offered by the government of _____, that they considered "unjustifiable the ruthless violation by Germany of the neutrality and sovereignty of Belgium, the Netherlands, and Luxembourg."
- What British Laborite was taken into the Churchill cabinet as lord privy seal?
- Name the famous university library, rebuilt by American funds after the World War, which was destroyed for the second time by the Germans just recently.
- The famous Dutch jurist, who lived from 1583-1645 and who is often called the "father of international law," is (a) Vattel; (b) Ayala; (c) Grotius; (d) Victoria.
- Plans are now under way to shift the

Civil Aeronautics Authority to the Department of _____.

What act prevents loans to nations which have defaulted on previous debts? True or false: "Credit is forbidden to belligerents under the Neutrality Act."

Name the Rochester, New York, newspaper publisher who is a candidate for the Republican presidential nomination.

In 1936, King Leopold, in an effort to return to the old status of neutrality, dropped Belgium's military alliance with (a) England; (b) Holland; (c) Germany; (d) France.

How far is Calais from Dover?

Among the men arrested in England in an effort to prevent any "Fifth Column" activity, was 43-year-old Sir Oswald Mosley, leader of the British _____ party.

What country is England watching for "Fifth Column" activity and as a possible starting point for a Nazi invasion of the British Isles?

The new commander-in-chief of the British home forces is (a) General Sir John G. Dill; (b) General Sir Walter Kirke; (c) Marshal Sir Cyril L. N. Newall; (d) General Sir Edmund Ironside.

- Straight Thinking -

Fifth Column Movements

Is there a very extensive "Fifth Column" movement in the United States? If so, does it offer a serious threat to our form of government and to our national defense program? In short, is the future security of the American people endangered by the propaganda and activities of individuals or groups who live in this country but who are working in cooperation with foreign governments? What should be done to check the insidious tactics and influence of such persons?

These are questions which offer a genuine challenge to every thoughtful individual. It is very difficult to think straight, without undue emotion, on matters which so deeply involve the welfare and security of our nation. But the attempt should be made by those persons who desire to maintain sane and balanced judgments through these critical days.

One important rule to be applied to our thinking at this time is to avoid extremes. It would be entirely possible, for example, to deal with the Fifth Column problem in a sweeping, ruthless, and unintelligent manner, thereby inflicting a great many injustices upon a large number of people. If public opinion should be worked up to too high a pitch, foreign elements in this country which are entirely patriotic and loyal to our institutions might suffer. They might be constantly spied upon and be shamefully mistreated.

This counsel of caution does not imply that we should go to the other extreme of remaining calm and complacent in facing the problem posed by the Fifth Columnists. At a time of crisis or tension, it becomes more imperative than ever that forces working for the overthrow or destruction of a government be dealt with firmly by that government. Weakness or smugness at such a time is a foolish and dangerous policy. A number of new laws are being proposed to combat the growing menace of Fifth Columnists, and some of them appear

to be necessary and desirable in this critical period.

What, then, should be the attitude of the individual who wants to think and act clearly and honestly on questions involving Fifth Columnists? Several logical courses, it seems to us, are open to such an individual:

1. He should insist that Fifth Columnists be prosecuted and punished only by duly constituted legal authorities. Mob rule, or action by vigilante groups, is no more equitable or satisfactory in tackling this problem than it is in dealing with any other form of crime. Already, in several communities, groups of civilians have temporarily taken over police powers in the attempt to punish persons accused by them of being Fifth Columnists. Experience has shown that action of this kind usually leads to far more harm than good, for it tends to produce a general disrespect and disregard for law and order.

2. If there are not adequate laws on the statute books to cover dangerous acts or statements of Fifth Columnists, the straight thinker should use his influence to have such laws adopted without delay. At the same time, he should combat any attempt to impose legal punishment upon persons for acts which, even though highly unpopular, are not at the time unlawful.

3. If special committees are set up by his community, state, or national government to gather evidence and throw light on Fifth Column activities, the straight thinker should use his influence, through conversations and writing letters to key people, to have fair-minded and able persons appointed to these committees. He should then study their reports carefully and determine, to the best of his ability, which part of the evidence appears to be based on sound facts and which part is emotional and questionable. After making such a study, he should express his opinions freely.

If enough people in every community would think and work along these lines, genuine Fifth Columnists of a dangerous character could be brought to justice and punished for their acts without causing injustice and grief to innocent victims. That is a worthy goal and one well worth the time of those individuals who are devoting their thought and action to an intelligent solution of this problem.

Thomas Hardy

If the people along the southern coast of England were not engaged in feverish preparations to repel a possible German attack, they would be celebrating this week the 100th anniversary of Thomas Hardy's birth. Thomas Hardy, novelist and great master of the English language, was born June 2, 1840, in a thatched-roofed cottage situated a few miles east of the town of Dorchester in Dorset County—a town which is only a short distance inland from the famous white-chalk cliffs that line the Channel coast of England.

Hardy wrote of 19th century England, and no writer succeeded better than he in describing the small towns, the simple village and country people of that period. His native Wessex countryside has become so intimately related to his books that it is now commonly referred to as the "Hardy Country." For a number of years, book-minded tourists have been making literary pilgrimages to Wessex in order to visit the places which first came to life for them through Thomas Hardy's pages.

To some, Thomas Hardy ranks as the greatest English writer of recent times. Others have less enthusiasm for his works, but all recognize that his books contain a picture of 19th century England which, for its color and truth, has never been surpassed. It is a strange turn of fate which places the country of Thomas Hardy under menace just 100 years after his birth.



Who said: "If you tell me that tomorrow only a miracle can save France, I shall reply: I believe in miracles because I believe in France?"

U. S. Moves to Lay up Stocks of Raw Materials Vital for Defense

(Concluded from page 1)

lions of dollars for their purchases of foreign supplies. They have had to buy materials of which we have an abundance. But despite our better position, we still are far from being independent of the rest of the world. The fact that we have most of the basic supplies which we need in order to feed our industry and agriculture has led many people to believe that we are self-sufficient and that we would be in no danger if we should be cut off from outside supplies.

A study of the situation, however, shows how very false this conclusion is. It reveals that our industries can easily obtain most of their basic raw materials from the nation's own farms, mines, and forests. On the other hand, it also shows how greatly we depend on other nations for a steady supply of key products which we do not turn out—basic materials without which our industries would be seriously crippled. The United States could undoubtedly get along for a time without its imports of such things as bananas, spices, and various manufactured goods—the loss of these would be felt, but would not hamper us very much in an emergency.

The strain would be great indeed, on the other hand, if the United States should be cut off from the nations which furnish rubber, tin, manganese, nickel, manila fiber, antimony, and equally important raw materials which are used for making cars and trucks, battleships, guns, airplanes, tanks, and machinery. If we are to build up our national defenses on a great scale, we must have ready access to these valuable supplies.

Delay Dangerous

As military authorities point out, it would be serious enough if the United States waited too long before building a strong air fleet and army, as well as strengthening the navy. But to delay the actual construction of airplanes, tanks, and other war weapons would not be so critical as to delay the purchase of great quantities of materials which we need in order to build our military machine and which we buy from foreigners. We might eventually make up for our delay in military construction, but we would be in a critical plight if we could not get hold of essential materials. For this reason, it is argued, money should not be spared to assure ourselves of an adequate supply of foreign materials which we need to complete a great national defense program. Such materials should be bought at once, stored away, and used only in case of an emergency—in case we should be cut off from the source of supply. If an emergency never arises, it is pointed out, the stores of reserves will still be useful, and the money will not have been wasted.

Smiles

"Mom," said the newspaperman's son, "I know why a writer calls himself 'we.'"

"Why?"

"So the man who doesn't like the article will think that there are too many for him to lick."

—WALL STREET JOURNAL



"OH, OH, HERE I GO! THEY HAVE SUCH A SUBTLE WAY OF FIRING HERE!"

GERARD IN COLLIER'S

As a matter of fact, Congress is taking steps to deal with this problem. Before considering its action thus far, however, we should get a good picture in our minds of just what it would mean if certain foreign supplies were withheld from us.

Necessary Products

Without manganese, which comes to us from Russia, Africa, and Brazil, iron ore could not be turned into high-grade steel for ships, automobiles, tanks, guns, and machinery.

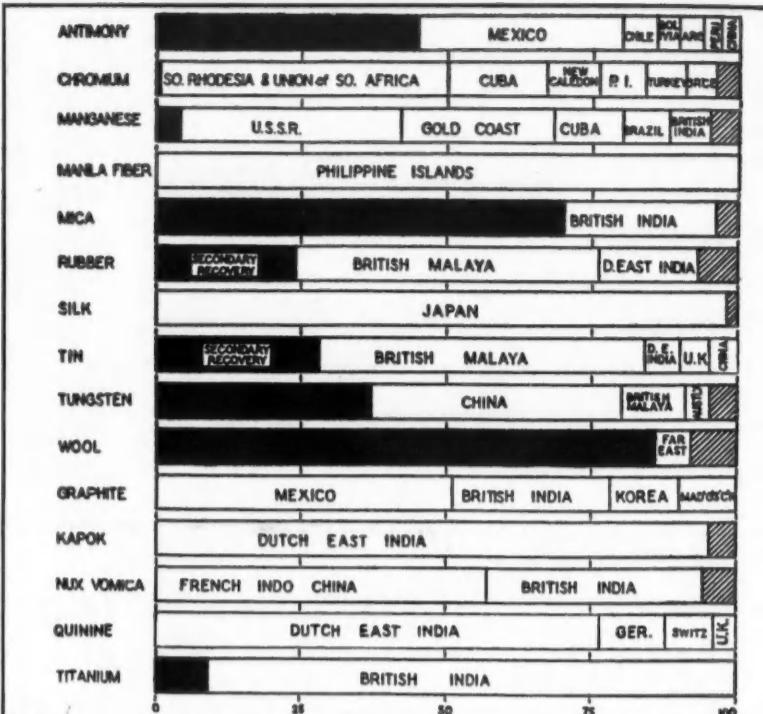
Buses, trucks, and cars roll on rubber which is produced in the Far East. Food supplies are preserved in cans which are made from tin largely obtained from Latin America and the Far East. The radio industry uses equipment which contains quartz parts, and that quartz comes from Brazil. An essential material in many types of electrical products is mica, which is mined in British India, Canada, and Madagascar. To make clothing, parachutes, and gunpowder bags, the textile industry imports bales of silk from Japan. Doctors treat malaria victims with quinine, the refined product of cinchona bark, which is produced in Netherlands India.

These, to name a few, are some of the products which the United States must import from foreign countries. In quantity, some of the imports are small. Only 14 pounds of manganese, for example, go into every ton of steel. A very few tons of quartz crystal are imported each year for the needs of the radio and the optical goods industries. But any shortage of these key materials would result in far-reaching consequences, whether our country is at peace or at war. The same thing is true of other raw products which are unloaded daily at the ocean ports of the United States.

For years, army and navy officials have kept a close check on the nation's consumption of such materials. They have classified these resources as *critical* and *strategic* materials. The so-called critical materials, it might seem, would be those which are most important and which we lack entirely. On the contrary, according to the military definition, they are materials which we possess to some extent. However, our domestic supply is insufficient to meet our needs, and we must import the rest of these materials. During an emergency, we would have to safeguard our domestic sources of these critical materials carefully.

On the list of critical materials are aluminum, asbestos, cork, graphite, hides, iodine, kapok, opium, optical glass, phenol, platinum, tanning materials, toluol, vanadium, and wool.

Strategic materials present a far more serious problem. Not only are they highly important to national defense, but we draw



SOURCES of CERTAIN STRATEGIC and CRITICAL MATERIALS of the

UNITED STATES

In PERCENTAGE of CONSUMPTION for 1937

KEY
 U.S. PRODUCTION
 OTHERS - TOTAL OF ALL SOURCES SUPPLYING LESS THAN 3% EACH

SOURCES
 PUBLICATIONS OF THE DEPTS. OF
 AGRICULTURE, COMMERCE, & INTERIOR.

(From a chart by Arnold Sommer, courtesy Amerasia.)

our supply of strategic materials largely from foreign sources. Without them, industry would be seriously crippled. Over 9,000 tons of antimony, for example, are imported annually from Argentina, Bolivia, Chile, and Mexico for the manufacture of storage batteries, type metal, cable covering, certain chemicals, and for use as an alloy with other metals.

Chromium is another strategic material which is used as an alloy, chiefly with steel. Between 400,000 and 500,000 tons of chromite are brought into this country each year from the Philippines, Cuba, Turkey, and New Caledonia. Chromite, together with manganese, is of vital importance to the steel industry.

One of the strangest materials on the strategic list is coconut shell char—chemically treated, the charcoal is placed in gas masks to strain poisonous fumes from the air which the wearer breathes. Our supply of coconuts, of course, comes from a number of tropical countries and islands. Another product which travels a long way is manila fiber—about 45,000 tons a year—from the Philippines. It is used to make high-grade rope and cable.

In addition, the list of strategic materials includes mercury (from Italy, Spain, Mexico) for high explosives, drugs, and ship-bottom paint; mica (British India, Canada, Madagascar) for parts in electrical equipment, cars, planes, and radios; nickel (Canada) for use as an alloy with steel and other metals; quartz crystal (Brazil) for the radio and optical goods industries; quinine, from Netherlands India; rubber—500,000 tons a year—from Latin America and the Far East; silk—75,000,000 pounds a year—from Japan, China, Italy, and France; tin from the Far East and Latin America; and tungsten (Far East) for electric light bulbs and for the finest steel parts in machines.

To lay up reserves of these strategic materials, Congress appropriated \$10,000,000 some months ago, and this sum has already been spent for small stock piles of tin, chromium, manila fiber, quartz crystal, quinine, manganese, tungsten, and rubber. More funds are being made available, and it is expected that nearly \$100,000,000 will be spent for such purposes within a year. It is estimated that between \$350,000,000 and \$500,000,000 might be needed to create reserves of materials which would last through an emergency of several years.

The quantities of materials which have already been bought with these funds are guarded as a military secret. Moreover,

there is no complete picture of the reserves owned today by various industries. Under normal circumstances, however, an industry does not generally lay aside a larger store of raw materials than it plans to use within a few months.

Limited Supplies

With few exceptions, this seems to be the case with the strategic raw materials. There is enough rubber in the United States, for example, to last between three and six months, provided there is not a heavy drain on the supply. The silk on hand would probably last less than three months. Due to heavy purchases in recent months, there is enough quinine in the United States for two years' needs. Our tin supply might last four months; manila fiber, a year.

So, in time of war, it appears that the present supplies of our strategic materials would last from a few months to a year—probably less, however, due to the heavy consumption which warfare requires.

If an emergency should arise before the government has completed its defense program, severe regulations would immediately be imposed on the use of our present stocks of imported resources. The quinine now used for cold remedies would be saved for malaria treatments. No quartz would be used for jewelry. Silk would not be turned into clothing. Supplies of antimony, chromium, manganese, mercury, mica, nickel, tin, and tungsten would be rationed and furnished only for the most pressing needs.

Waste materials, too, would be reclaimed. It is estimated, for example, that for a time we could supply nearly 25 percent of our rubber needs by melting down old tires and tubes. Similar steps would be taken in the cases of other materials, and concerted efforts would be made to develop substitute materials for various products which we must now import.

Answer Keys

Do You Keep Up With the News?

1. Argentina; 2. William S. Knudsen; 3. Doorn, Holland; 4. Uruguay; 5. Major Clement Attlee; 6. Louvain; 7. (c); 8. Commerce; 9. Johnson Act, true; 10. Frank E. Gannett; 11. (d); 12. 26 miles; 13. Fascist; 14. Eire; 15. (d); 16. French General Maxime Weygand, commander-in-chief of the Allied forces; 17. Java, Dutch East Indies; 18. Austria, the Netherlands; 19. war minister; 20. French premier, Paul Reynaud.